

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
FLEET POST OFFICE
San Francisco, California
96601

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18 April 1973

 (Unclassified upon removal of Part II)


From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1972; submission of

Ref: (a) OPNAV INST 5750.12B

Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1972

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).


R. E. BOX

Copy to:
CNO (OP-09B9)
CINCPACFLT
COMNAVAIRPAC
COMFAIRMIRAMAR

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DECLAS ON 31 DEC 1979


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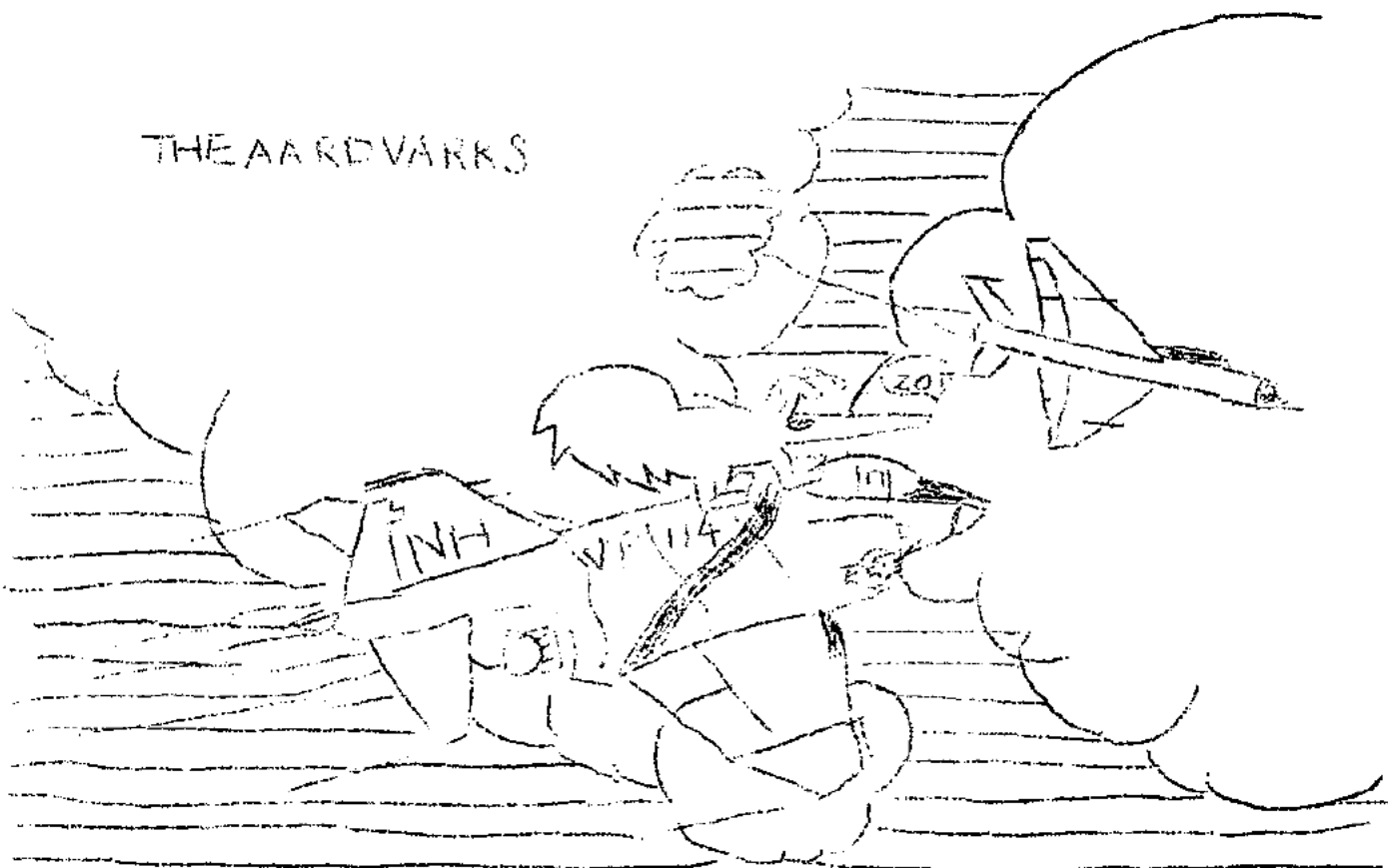
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THE AARDVARKS



FIGHTER SQUADRON ONE HUNDRED FOURTEEN

COMMAND HISTORY

CALENDAR YEAR 1972

PART I
VF-114 CHRONOLOGY 1972

JANUARY

1-2 Holiday Routine, NAS Miramar, California
3-13 Pre-deployment training
14-16 Move aboard USS KITTY HAWK (CVA-63)
17-19 CQ Refresher
20-21 AIC/CW/AAWEX
22-23 Inport North Island
24-31 Pre-deployment flight operations aboard USS KITTY HAWK (CVA-63)

FEBRUARY

1-4 Carrier operations off Southern California coast
5-16 Inport North Island
17-29 Squadron deployed aboard USS KITTY HAWK (CVA-63) for deployment to WESTPAC

MARCH

1-2 Enroute Cubi
3-4 Inport Cubi
5-8 Enroute Yankee Station and Refresher Training
9 Commence First Line Period
10-25 Yankee Station Operations
26 Enroute Cubi
27-31 Inport Cubi

APRIL

1 Inport Cubi
2 Enroute Yankee Station (8 hours notice)
3 Commence Second Line Period
4-30 Yankee Station Operations
14 Aircraft Loss, NH 203 (157250)

MAY

1-21 Yankee Station Operations
6 Two MIG 21's Downed
22 Enroute Cubi
23-30 Inport Cubi
31 Enroute Yankee Station

JUNE

1 Commence Third Line Period
2-27 Yankee Station Operations
28 Enroute and Inport Cubi
29 Enroute Hong Kong
30 Inport Hong Kong

JULY

1-6 Inport Hong Kong
7 Enroute Yankee Station
8 Commence Fourth Line Period
9-31 Yankee Station Operations

AUGUST

1-4 Yankee Station Operations
4 VF-114 Change of Command
5 Enroute Cubi
6-12 Inport Cubi
13 Enroute Yankee Station
14 Commence Fifth Line Period
15-31 Yankee Station Operations
17 Aircraft Loss, NH211 (157262)
20 New Command Assumed of VF-114

SEPTEMBER

1-5 Yankee Station Operations
6 Enroute Cubi-Missile Shoot
7-13 Inport Cubi
14 Enroute Yankee Station
15 Commence Sixth Line Period
16-30 Yankee Station Operations

OCTOBER

1-2 Yankee Station Operations
3 Enroute Cubi
4-10 Inport Cubi
11 Missile Shoot--Enroute Yankee Station
12 Commence Seventh Line Period
13-31 Yankee Station Operations

NOVEMBER

1-4 Yankee Station Operations
5-6 Enroute Cubi
7 Inport Cubi--Enroute Sasebo
8-10 Enroute Sasebo
11-13 Inport Sasebo
14-27 Enroute CONUS
28 Arrive CONUS
29-30 Post Deployment. Leave Period.

DECEMBER

1-31 Post Deployment. Leave Period. Minimal Operations.

NARRATIVE

During 1972, the "Aardvarks" of Fighter Squadron ONE HUNDRED FOURTEEN served under the leadership of Commander P. W. KELLAWAY, USN. On 4 August, Commander J. R. PITZEN, USN relieved Commander P. W. KELLAWAY at a formal Change of Command ceremony held aboard USS KITTY HAWK (CVA-63). Shortly thereafter, Commander J. R. PITZEN was lost in action and LCDR H. D. WISELY, USN, became "acting" Commanding Officer. On 20 August, Commander R. E. BOX, USN, reported aboard and assumed Command.

Fighter Squadron ONE HUNDRED FOURTEEN was temporarily based ashore at Naval Air Station, Miramar, California during January and February. The Aardvarks were deployed aboard the USS KITTY HAWK (CVA-63) as a component of Attack Carrier Air Wing ELEVEN from mid-February until late November at which time the squadron returned to NAS Miramar. The complement of approximately 230 enlisted personnel and 30 officers maintain and fly 13 F4J "Phantom II" aircraft. Originally the F4J was designed as a single-purpose, all-weather fighter interceptor. However, through its utilization in the Vietnamese conflict it became a multi-mission aircraft. These multi-missions include the following: Target Combat Air Patrol (TARCAP), Mig Combat Air Patrol (MIGCAP), Force Combat Air Patrol (FORCECAP), Barrier Combat Air Patrol (BARCAP), Weather and Armed Reconnaissance, Photo Reconnaissance Escort, strike flights, flak suppression flights, condition Alert Five watches, and most recently, Laser Guided Bomb Designator flights (LGB).

Following the 1971 holiday leave period, the "Aardvarks" resumed extensive preparation for deployment by conducting Radar Training, Carrier Landing Practice, and Tactics Training Flights. Aircrews were carrier qualified in preparation for the WESTPAC cruise scheduled for March. Fighter Squadron ONE HUNDRED FOURTEEN participated with Carrier Air Wing ELEVEN in several practice multi-aircraft missions off the coast of Southern California.

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~~AT TWO YEAR INTERVALS~~
~~DECLAS ON 31 DEC 1979~~

[REDACTED]

On 7 February we received word the USS KITTY HAWK (CVA-63) would deploy 17 February versus mid-March due to increased North Vietnamese activity in South Vietnam. Meeting the revised schedule, the 'HAWK' sailed directly to NAS Cubi Point and arrived on 3 March. After a few days of refresher training in the Philippine area, the Air Wing commenced combat operations on 9 March.

During the first line period Fighter Squadron ONE HUNDRED FOURTEEN flew Cyclic Operations in Laos and BARCAP missions in the Gulf of Tonkin. The squadron returned to Cubi Point on 27 March for rest and relaxation. On 2 April the North Vietnamese invaded South Vietnam, and, with only eight hours notice, we were underway to Yankee Station.

Upon return to Yankee Station, we began Cyclic Operations in military regions I and II with Alpha Strikes when the weather permitted. On 7 April 1972, Commander Pitzen and LT Pender led a four plane element of a coordinated airwing strike against the missile defenses and logistics lines of communication located at Quang Khe, North Vietnam. Maneuvering against intense anti-aircraft fire and a barrage of twelve surface-to-air missiles, all aircraft released their ordnance devastating several storage areas. They remained in the AAA and SAM envelope to provide maximum protection against the enemy air threat while the remaining strike aircraft retired from the target area. Post-strike photography revealed a destroyed missile site, five large petroleum, oil, and lubrication explosions, ten sustained fires, and numerous trucks, warehouses, and supplies destroyed. CDR Pitzen and LT Pender received Distinguished Flying Crosses for their heroic actions. Navy Commendation Medals with Combat "V" were awarded to:

LCDR (b) (6), LT (b) (6), LT (b) (6), LT (b) (6), LT (b) (6) and LTJG

(b) (6). The same day, LCDR (b) (6) and LT (b) (6) led four aircraft participating in a multi-plane coordinated attack against Dong Hoi, North Vietnam. Avoiding SAM missiles and heavy anti-aircraft fire, they positioned the division to deliver all ordnance inflicting heavy damage on a SAM site. LCDR (b) (6) and LT (b) (6) were awarded Distinguished Flying Crosses, and CAPT (b) (6) (USAF) and LT (b) (6) received individual Air Medals. LT (b) (6), LT (b) (6) and LTJG (b) (6) and LTJG (b) (6) were awarded Navy Commendation Medals.

[REDACTED]

Fighter Squadron ONE HUNDRED FOURTEEN sustained its first combat loss of the cruise on 14 April when NH203 (157252), with LT Greenleaf, pilot, and LT McKinney, WFO, received a direct AAA hit and crashed West of Quang Tri in South Vietnam. No ejection or parachutes were observed and both men were subsequently listed as KIA.

As the tempo of combat operations increased, the prohibition against strikes above the 20th parallel was rescinded by President Nixon. Massive strikes were planned and executed by CVW-11 against strategic military installations in North Vietnam. Not since April 1968 had the Navy conducted operations in Military Region VI. April 16th was a big day for the "Aardvarks" and CVW-11. CDR Kellaway and LCDR (b) (6) with their wingman LT (b) (6) and LT (b) (6) lead a thirty-six plane strike against the heart of Haiphong's shipyards and storage areas. Against a most awesome display of anti-aircraft fire, they maneuvered the flight through the heavily defended area and delivered their ordnance precisely on target. Each man received the Distinguished Flying Cross for his heroic actions. CAPT (b) (6) and LT (b) (6) also received Distinguished Flying Crosses for escorting a reconnaissance aircraft on a strike damage assessment mission over Haiphong.

U. S. Naval forces continued to strike the Haiphong area. Later the same day, CDR Pitzen and LT Pender flew the lead aircraft in a four plane division of Aardvarks which provided fighter escort for a thirty-three plane attack force against military installations in this area. The division maneuvered to counter the enemy MIG fighter threat airborne in the vicinity, enabling the strike group to inflict devastating damage on strategic supply depots. CDR Pitzen and LT Pender received the Distinguished Flying Cross and LCDR (b) (6) LT (b) (6) LT (b) (6) LT (b) (6) LTJG (b) (6) and LTJG (b) (6) received individual Air Medals for their actions.

LCDR (b) (6) and LT (b) (6) lead a division of Aardvarks acting as TARCAP on 20 April in a thirty plane strike against the Ben Thuy Thermal Power Plant and boat storage yard located at Vinh. Evading six SAMS and extremely heavy AAA, the division pinpointed their target and completely destroyed the boat repair facility. LCDR (b) (6) and LT (b) (6) each received the Distinguished Flying Cross for their heroic actions and professional airmanship. LT (b) (6) LT (b) (6) LT (b) (6) LT (b) (6) LT (b) (6) and LTJG (b) (6) received individual Air Medals for their actions.

[REDACTED]

On 21 April 1972 LCDR (b) (6) and LT (b) (6) received individual Air Medals for leading a strike on a storage area in Happy Valley.

CDR Pitzen and LT Pender received Distinguished Flying Crosses for their action on 23 April 1972. Their mission was a night MIG CAP in marginal weather Northeast of Haiphong. Flying as a single plane escort for attacking A6 aircraft, they were able to defend the strike from airborne MIG's. One MIG was subsequently lost when it crashed while returning to base.

LT (b) (6) and LTJG (b) (6) led a three plane element of Aardvark aircraft in a strike against Quang Nap POL storage area on 1 May. LT (b) (6), LT (b) (6), LT (b) (6) and LTJG (b) (6) flew wing. The element accelerated ahead of the strike group and dropped their Rockeye bombs on the POL before assuming a fighter escort role. They held their fighter station over hostile territory until the strike group had safely egressed the area. Fire and smoke rose to a height of 15,000 feet from the estimated 5500 barrels of POL destroyed on this mission.

Aardvark aircrewmembers continued to participate in Cyclic Operations and Alpha Strikes. On 6 May following an Alpha Strike by a sister carrier, CVW-11 was instructed to assemble an 'Alpha' on short notice to destroy MIG's which were trapped at Bia Thong airfield. Airborne in minimal time, LCDR (b) (6) pilot, and LTJG (b) (6) NFO, in NH201 (157245) and LT (b) (6) pilot, and LTJG (b) (6) NFO, flying in NH206(157249) were vectored against four MIG 21's forty miles NNW of Than Hoa. Both NFO's painted radar contacts confirmed to be MIG 21's. LT (b) (6) fired one AIM 9G knocking out one aircraft, then fired three additional AIM 9G's damaging a second MIG 21. LCDR (b) (6) fired one AIM 9G up the tailpipe of the damaged MIG 21 for the kill. Each man received a Silver Star for their aggressive airmanship and professional performance.

A three plane element from VF-114 led by LCDR (b) (6) and LT (b) (6) participated in a coordinated air wing strike against the boat repair facility, Nam Dinh, on 12 May. Despite marginal weather conditions, heavy anti-aircraft fire and surface-to-air missiles the Aardvarks navigated to the target and destroyed the facility with Rockeye bombs. The flight lead and wingmen who included LT (b) (6), LT (b) (6), LTJG (b) (6) and LTJG (b) (6) all received the Navy Commendation Medal with Combat "V".

[REDACTED]

After 49 days on Yankee Station, the ship returned to Cubi Point on 23 May. The third line period began on 1 June. Operations were still intensive in the North with Alpha Strikes whenever the weather would permit.

On 12 June, CDR Kellaway, and LT (b) (6) in NH211 (157262) and LT (b) (6) pilot, with LTJG (b) (6) NFO, flying TARGAP in NH212 (157264) were vectored on a MIG 21, 15 miles East of Kep Airfield. LT (b) (6) and LTJG (b) (6) were forced to assume the lead when CDR Kellaway's aircraft weapons system failed and skillfully maneuvered the section to an offensive position against the hostile MIG 21. They engaged the enemy and fired air-to-air missiles within prescribed parameters; however, each detonated early due to undetermined causes. The MIG 21 was forced to maneuver evasively and egress from the area. LT (b) (6) and LTJG (b) (6) received an individual Air Medal for this action.

The squadron hosted Midshipmen 1/c (b) (6), (b) (6) and (b) (6) on 17 June. These men were temporarily attached to USS KITTY HAWK for their summer cruise. They were allowed to observe air crew briefs, debriefs and routine squadron functions.

On the night of 26 June LT (b) (6) and LTJG (b) (6) assumed a single plane combat air patrol to protect a section of night strike aircraft near Hanoi, North Vietnam. Despite continuous anti-aircraft fire and ten surface-to-air missiles directed at their aircraft, they maintained their assigned station for over thirty minutes. Reacting aggressively toward an intruding section of enemy fighters, they vectored to place their aircraft between the threat and the strike group, forcing them to retire. Each received an individual Air Medal for their courageous action.

During most of June the squadron flew support and strike missions for Alphas and Cyclic Operations. At the completion of flight operations on 27 June, we ended our third line period and headed for Hong Kong via Cubi Point.

We spent 30 June to 6 July in Hong Kong. This was a welcome break for everyone as many were reunited with their wives and loved ones while inport.

[REDACTED]

We sailed again for Yankee Station on 7 July and commenced flight operations on 8 July. On 9 July NH202 (157246) flown by LT (b) (6) pilot, and LTJG (b) (6) NFO, received battle damage while on a photo escort 25 miles SE of Hanoi. Minor damage occurred when a 23mm round penetrated the vertical stabilizer.

LT (b) (6) and LT (b) (6) escorted a RA5 reconnaissance aircraft to obtain urgently required intelligence and bomb damage assessment photography over Hanoi, North Vietnam on 23 July. While in the high threat environment, they courageously maintained their escort positions and were instrumental in the safe completion of a highly successful and dangerous mission. LT (b) (6) and LT (b) (6) were awarded individual Air Medals.

The Aardvarks participated in Cyclic Operations during most of the line period. The KITTY HAWK acted as "Red Carrier", conducting flight operations from midnight until noon each day. With only one standdown day on the 16th of July, the end of the line period on 4 August was a welcome reprieve from the arduous operations.

While enroute once again to Cubi Point, CDR Kellaway, USN, was relieved as Commanding Officer of Fighter Squadron ONE HUNDRED FOURTEEN by CDR Pitzen, USN, aboard the USS KITTY HAWK. CAPT Townsend, Commanding Officer, USS KITTY HAWK, participated as guest speaker.

The fifth line period began on 14 August. This line period was marked by bad luck and inclement weather causing us to fly mostly Cyclic Operations. NH211 (157262) with CDR Pitzen, pilot, and LT Pender, NFO, was lost on 17 August on a night MIGCAP Northwest of Haiphong. Their last known position was 21°01' North 106° 34' East. NH211 followed an A6 as it ingressed North from Grande Norway Island 20° 37' North 107° 08' East of Hon Gay and then turned to a heading of 300°. They coasted feet dry approximately one minute behind the A6 at 0140. Oswald (USS TRUXTON) held intermittent radar and radio contact with NH211. At approximately 0143 four SAMs were fired from the Haiphong area in the direction of the A6. At 0145 USS KITTY HAWK lost IFF contact with NH211. At 0153 another SAM exploded in two large fireballs Northwest of Haiphong. Both men were subsequently listed as MIA.

[REDACTED]

At that time LCDR Wisely, USN, as senior officer present, became "acting" Commanding Officer of Fighter Squadron ONE HUNDRED FOURTEEN. When our prospective Executive Officer, CDR Box, USN, reported aboard on 20 August, he assumed Command of Fighter Squadron ONE HUNDRED FOURTEEN.

The remainder of the line period was rather uneventful - 27 August was a standdown and flight operations were cancelled the second and third of September due to sea conditions in the Gulf. September 5 was the end of the fifth line period.

While enroute to Cubi Point the squadron participated in a MISSILEX. LT (b) (6) pilot, and LTJG (b) (6) NFO, in MH200 fired one AIM-7 E-2 at a BQM 34 which was launched from the PORO POINT Missile Range. They obtained an eight foot CPA (closest point of approach).

The sixth line period commenced on 15 September. Due to marginal weather CVM-11 conducted primarily Cyclic Operations with limited Alpha Strikes. The KITTY HAWK also served as Red Carrier for a portion of this line period.

A thirty plane air wing strike against the Hai Duong Petroleum Products storage area was escorted by two sections of Aardvarks on 16 September. The escorts went feet dry in the Haiphong area ahead of the strike group, and silenced two SAM sites which posed a great threat to the main strike group. They rejoined the strike force acting as TARCAP to successfully complete the mission. LT (b) (6) LT (b) (6) LT (b) (6) and LT (b) (6) were awarded individual Air Medals. LT (b) (6) and LT (b) (6) were awarded Navy Commendation Medals.

While on a predawn BARCAP mission off the coast of North Vietnam on 28 September CAPT (b) (6) (USAF) and CDR (b) (6) led their section on an identification pass of two surface craft. The craft were visually identified as enemy patrol boats and they subsequently opened fire on the Aardvarks. The lead and LT (b) (6) and LTJG (b) (6) on his wing made three missile attacks on the enemy boats, scoring a direct hit which rendered one boat dead in the water.

[REDACTED]

Later the same day, CDR [Box] led a division of F4 flak suppression aircraft in a thirty airplane coordinated strike against the Than Hoa bridge complex and storage area. Avoiding two SAM's and highly accurate and intense anti-aircraft fire, CDR [Box's] flight delivered a devastating attack which destroyed two sites and silenced the entire complex. For his courageous airmanship he was awarded the Distinguished Flying Cross.

The sixth line period ended on 2 October when we again sailed for Cubi Point. Prior to the fly-aboard when the ship was enroute to Yankee Station for the seventh line period, three Fighter Squadron ONE HUNDRED, FOURTEEN aircraft participated in a missile shoot at FORO POINT on 11 October. One AIM7 E2 was fired at a BQM-34 by LT (b) (6) pilot and LT (b) (6) NFO, in NH201. LTJG (b) (6) pilot, and LTJG (b) (6) NFO, in NH205 also fired an AIM7 E-2 at the target. Another AIM7 E-2 was fired at the same BQM-34 by LT (b) (6) pilot, and LTJG (b) (6) NFO in NH200. The following day commenced the seventh and final line period of the cruise.

The entire seventh line period was limited to Cyclic Operations as a result of our decreased bombing policy during the ensuing peace talks. On 4 October, LCDR (b) (6) made his 500th landing aboard USS KITTY HAWK. A cake cutting ceremony was held in the ready room. November 4 was the last day on Yankee Station and USS KITTY HAWK was enroute to CONUS. As little time as possible was spent in Cubi Point; we arrived at Subic Bay in the morning and sailed for Sasebo, Japan, by 1900 on the seventh of November. Enroute to Sasebo we participated in Operation Blue Sky with the Taiwan Air Force. On 11 November, we arrived in Sasebo and spent a pleasant few days of rest and relaxation. We made our last stop prior to CONUS in Pearl Harbor--arriving on 21 November and departing 22 November.

Led by CDR [Box] in NH201, eleven squadron aircraft were flown to NAS Miramar 27 November for a gala reunion and an end to the long separation from family and friends.

[REDACTED]

Fighter Squadron ONE HUNDRED FOURTEEN completed its sixth highly successful combat cruise in Southeast Asia in 1972. Fighter Squadron ONE HUNDRED FOURTEEN was one of the first squadrons to participate in interdiction campaigns over North Vietnam during the Communist invasion of South Vietnam in early April. A combination of superb performance in weapon system maintenance and outstanding airmanship delivered the ultimate prize- the engagement and destruction of two enemy MIG 21 aircraft. This brought our total to five enemy aircraft downed during the Vietnam conflict. During the deployment, the Aardvarks achieved an incredible 52 percent first term reenlistment rate, accompanied by bonuses totalling more than \$118,000.00. Exceptional interaction between the squadron and ship existed, evidenced by outstanding availability of the Automatic Carrier Landing System, enabling the pilots to fly over 230 Mode I "Hands Off" automatic landings to touchdown. This total, plus that of previous cruises, puts the "Aardvarks" up among the leaders in having the most auto-landings. The Aardvarks dropped 2,255,000 pounds of ordnance during seven line periods interdicting the flow of supplies to Communist forces in South Vietnam. Fighter Squadron ONE HUNDRED FOURTEEN earned the USS KITTY HAWK's Silver Tail Hook Award for the best landing average for three of six line periods during the deployment. This was especially significant because the squadron was required to carrier qualify eight of its replacement pilots prior to deployment. LT (b) (6) LCDR (b) (6) and LT (b) (6) ranked among the top seven KITTY HAWK pilots. While on cruise VF-114 maintained an operational readiness average 11 percent greater than the CNO standard and flew over 2,100 sorties. As holders of the 1971 Commander Naval Air Force Pacific Battle Efficiency Award, the Aardvarks spent 180 days on Yankee Station conducting combat operations against North Vietnam, surpassing the previous record of 163 days.

III A

ROSTER OF OFFICERS 1972

NAME	RANK	SSAN	DATE REC'D	DATE TRANSFER
(b) (6)	LT	[REDACTED]	18 SEP 69	28 DEC 72
[REDACTED]	LT	[REDACTED]	25 SEP 69	27 DEC 72
[REDACTED]	LT	[REDACTED]	6 NOV 69	10 SEP 72
(b) (6)	LT	[REDACTED]	14 NOV 69	6 NOV 72
[REDACTED]	LT	[REDACTED]	19 NOV 69	18 DEC 72
(b) (6)	LT	[REDACTED]	4 DEC 69	20 AUG 72
[REDACTED]	LT	[REDACTED]	23 DEC 69	26 DEC 72
[REDACTED]	LT	[REDACTED]	24 DEC 69	6 NOV 72
MCKINNEY, Clemie NMN	LT	[REDACTED]	20 FEB 70	Deceased
(b) (6)	LT	[REDACTED]	24 FEB 70	31 DEC 72
[REDACTED]	LT	[REDACTED]	26 FEB 70	22 DEC 70
(b) (6)	LT	[REDACTED]	6 APR 70	21 DEC 72
[REDACTED]	LTJG	[REDACTED]	30 Apr 70	
[REDACTED]	LT	[REDACTED]	15 JUL 70	
KELLAWAY, Peter W.	CDR	[REDACTED]	7 AUG 70	7 AUG 72
(b) (6)	LCDR	[REDACTED]	20 NOV 70	1 FEB 73
[REDACTED]	LCDR	[REDACTED]	19 JUL 71	
PITZEN, John R.	CDR	[REDACTED]	3 AUG 71	MIA
(b) (6)	LT	[REDACTED]	3 AUG 71	
[REDACTED]	LCDR	[REDACTED]	12 AUG 71	
GREENLEAF, Joseph G.	LT	[REDACTED]	23 AUG 71	Deceased
(b) (6)	LT	[REDACTED]	25 AUG 71	
[REDACTED]	LT	[REDACTED]	27 AUG 72	
[REDACTED]	LTJG	[REDACTED]	30 AUG 71	
(b) (6)	LTJG	[REDACTED]	30 AUG 71	
[REDACTED]	LT	[REDACTED]	30 AUG 71	
[REDACTED]	LTJG	[REDACTED]	14 SEP 71	
[REDACTED]	WO1	[REDACTED]	24 SEP 71	
[REDACTED]	LT	[REDACTED]	27 SEP 71	
PENDER, Orland J. Jr.	LT	[REDACTED]	27 SEP 71	MIA
(b) (6)	LT	[REDACTED]	1 NOV 71	
[REDACTED]	LTJG	[REDACTED]	3 NOV 71	
[REDACTED]	ENS	[REDACTED]	17 JUL 72	

NAMERANKSSANDATE REC'DDATE TRANSFER

BOX, Roger E.

(b) (6)

CDR

19 AUG 72

CDR

9 SEP 72

LT

13 SEP 72

LTJG

21 SEP 72

LT

5 DEC 72

ENLISTED ROASTER

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AT1		16 FEB 72	
	AT1		8 MAY 70	
	AT1		31 DEC 71	
	AT2		21 JUL 71	28 JUN 72
	AT2		28 APR 71	
	AT2		17 APR 70	1 JAN 72
	AT3		19 NOV 71	
	AT2		10 APR 69	14 JAN 72
(b) (6)	AT3		27 MAR 70	
	AT3		11 AUG 71	
	AT3		21 JUL 71	
	ATAN		26 NOV 71	
	AT3		2 OCT 70	
(b) (6)	AT3		21 JUL 71	
	ATAN		25 JAN 71	
	AQC		1 JUL 70	
	AO1		20 FEB 70	
	AO1		29 OCT 71	
	AO1		5 NOV 70	20 JUL 72
	AO1		8 JUN 71	1 JUN 72
(b) (6)	AO2		19 NOV 71	
	AO2		29 OCT 71	
	AO2		3 DEC 71	
	AO3		30 SEP 72	
	AO2		10 SEP 71	
	AO2		24 NOV 71	
	AO3		3 APR 71	
(b) (6)	AOAN		27 OCT 70	
	AO3		21 JUL 71	
	AO3		27 OCT 70	
	AO3		27 OCT 70	
	AQC		14 SEP 70	
	AQ1		14 FEB 72	
(b) (6)	AQ2		25 SEP 70	
	AQ2		2 OCT 70	
	AQ2		30 JUL 71	
	AQ2		26 SEP 69	26 MAY 72

NAMERATESSANDATE REC'DDATE TRANSFER

(b) (6)

AQ2 [REDACTED] 19 NOV 71
AQ2 [REDACTED] 30 JUL 71
AQ2 [REDACTED] 3 MAR 72
AQ3 [REDACTED] 4 NOV 71
AQ3 [REDACTED] 8 OCT 71
AQ2 [REDACTED] 12 AUG 71
AQ3 [REDACTED] 30 OCT 71
AQ3 [REDACTED] 7 AUG 70

(b) (6)

AQ2 [REDACTED] 3 MAR 72
AQ3 [REDACTED] 30 OCT 71
AQ3 [REDACTED] 12 NOV 71
AQ3 [REDACTED] 2 AUG 71
AQAN [REDACTED] 8 OCT 71
AQ3 [REDACTED] 21 NOV 69
AQ3 [REDACTED] 26 NOV 71
AQ3 [REDACTED] 20 AUG 71

24 JUL 72

8 DEC 72

(b) (6)

AE1 [REDACTED] 6 NOV 70
AEC [REDACTED] 18 DEC 69
AEC [REDACTED] 18 DEC 69
AE1 [REDACTED] 15 OCT 71
AE1 [REDACTED] 14 OCT 70
AE2 [REDACTED] 17 NOV 71
AE3 [REDACTED] 24 JUL 70
AE2 [REDACTED] 24 JUL 70
AE2 [REDACTED] 18 JAN 71

27 DEC 72

15 DEC 72

(b) (6)

AE3 [REDACTED] 4 SEP 70
AE2 [REDACTED] 2 OCT 70
AE2 [REDACTED] 15 OCT 71
AE3 [REDACTED] 2 OCT 70
AE3 [REDACTED] 7 SEP 71
AE3 [REDACTED] 29 JUN 70
AE3 [REDACTED] 21 NOV 69

26 AUG 72

8 DEC 72

(b) (6)

AE3 [REDACTED] 9 MAY 71
AE3 [REDACTED] 14 FEB 72
AEAN [REDACTED] 8 MAY 70
AEAN [REDACTED] 31 AUG 70
AEAN [REDACTED] 27 FEB 70

8 DEC 72

6 MAY 72

8 DEC 72

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AE3	[REDACTED]	24 SEP 71	
	AMSC	[REDACTED]	15 SEP 69	13 SEP 72
	AMHC	[REDACTED]	10 SEP 71	
	AMS1	[REDACTED]	14 SEP 70	
	AMS1	[REDACTED]	9 JUL 70	
	AMS1	[REDACTED]	3 DEC 70	
	AMH1	[REDACTED]	15 JAN 71	11 FEB 72
	AMH1	[REDACTED]	26 FEB 71	
	AMH1	[REDACTED]	22 MAR 71	
	AMH1	[REDACTED]	3 NOV 71	
	AMH1	[REDACTED]	15 JAN 71	10 FEB 72
(b) (6)	AME1	[REDACTED]	21 JUL 71	1 MAR 72
	AME1	[REDACTED]	9 AUG 70	
	AMS2	[REDACTED]	6 OCT 71	8 DEC 72
	AMS2	[REDACTED]	25 SEP 71	
	AMS2	[REDACTED]	11 NOV 71	
	AMH2	[REDACTED]	30 DEC 70	3 JAN 72
	AMH3	[REDACTED]	28 APR 71	13 SEP 72
	AMH2	[REDACTED]	27 JUL 70	15 FEB 72
(b) (6)	AMH2	[REDACTED]	29 JUL 71	
	AME2	[REDACTED]	4 DEC 68	15 FEB 72
	AME2	[REDACTED]	18 DEC 68	14 JAN 72
	AME2	[REDACTED]	8 JUL 71	15 DEC 72
	AME2	[REDACTED]	10 MAY 70	
	AMS3	[REDACTED]	9 SEP 69	10 OCT 72
	AMS3	[REDACTED]	9 DEC 71	13 SEP 72
(b) (6)	AMS3	[REDACTED]	16 FEB 72	18 JAN 72
(b) (6)	AMS2	[REDACTED]	20 NOV 70	
	AMS3	[REDACTED]	17 APR 70	
	AMS3	[REDACTED]	19 SEP 69	7 NOV 72
	AMS3	[REDACTED]	24 JUN 71	10 OCT 72
	AMS3	[REDACTED]	11 NOV 71	8 DEC 72
	AMH3	[REDACTED]	9 NOV 69	
	AMH3	[REDACTED]	3 MAR 72	13 SEP 72
	AMH2	[REDACTED]	21 AUG 70	
	AMHAN	[REDACTED]	14 FEB 72	
	AMH3	[REDACTED]	2 NOV 71	
	AMH2	[REDACTED]	1 MAY 70	

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AMH2	[REDACTED]	2 DEC 71	
	AMH2	[REDACTED]	7 AUG 70	
	AMH3	[REDACTED]	30 SEP 71	8 DEC 72
	AZAN	[REDACTED]	2 JAN 72	
	AZ3	[REDACTED]	18 JUL 69	
	AMS3	[REDACTED]	12 AUG 71	
	AMSAN	[REDACTED]	3 DEC 70	5 AUG 72
	AN	[REDACTED]	9 MAR 71	13 SEP 72
(b) (6)	AN	[REDACTED]	31 JAN 72	
	AK3	[REDACTED]	21 JUL 71	
	ADJ3	[REDACTED]	3 AUG 71	8 DEC 72
	AN	[REDACTED]	9 SEP 71	26 AUG 72
	SN	[REDACTED]	26 JUL 71	19 MAY 72
	AN	[REDACTED]	20 OCT 69	
	AN	[REDACTED]	19 DEC 69	24 JUL 72
(b) (6)	AN	[REDACTED]	3 JAN 72	
	AN	[REDACTED]	17 APR 70	
(b) (6)	AQ3	[REDACTED]	14 FEB 72	
	AN	[REDACTED]	16 FEB 72	
	AA	[REDACTED]	18 JUL 71	15 FEB 72
	AN	[REDACTED]	5 AUG 71	8 DEC 72
	AN	[REDACTED]	8 SEP 71	28 NOV 72
	AA	[REDACTED]	21 JUL 71	
	AN	[REDACTED]	27 DEC 71	
	AN	[REDACTED]	18 OCT 71	
	AN	[REDACTED]	5 FEB 71	14 JAN 72
	AN	[REDACTED]	5 FEB 71	10 FEB 72
(b) (6)	AA	[REDACTED]	1 NOV 71	
	AA	[REDACTED]	30 OCT 71	7 NOV 72
	AN	[REDACTED]	21 JUL 71	
	AN	[REDACTED]	21 AUG 68	14 JAN 72
	AN	[REDACTED]	21 JUL 71	
	AMH3	[REDACTED]	14 FEB 72	8 DEC 72
	AMH3	[REDACTED]	3 MAR 72	8 DEC 72
	AME2	[REDACTED]	14 OCT 71	2 MAR 72
	AMS3	[REDACTED]	22 JAN 72	
	AMSAN	[REDACTED]	30 JUL 71	
	AMS3	[REDACTED]	3 MAR 72	

NAMERATESSANDATE REC'DDATE TRANSFER

(b) (6)

AMS3

15 NOV 71

AMH3

11 NOV 71

AMH3

7 AUG 70

AMH3

29 OCT 71

AMH3

29 OCT 71

AMEAN

28 NOV 71

(b) (6)

AME3

6 JAN 72

AME3

25 JUL 71

13 SEP 72

PRC

21 JUL 71

30 SEP 72

PR1

6 OCT 70

PR2

19 DEC 68

14 JAN 72

PR2

29 SEP 70

PR3

16 OCT 69

14 JAN 72

PR3

7 NOV 71

8 DEC 72

PR2

17 NOV 71

PR3

18 AUG 71

AK1

10 FEB 70

24 JUL 72

(b) (6)

AK2

12 SEP 70

AKAN

9 SEP 71

30 MAY 72

AZ2

22 OCT 70

24 JUL 72

AZ3

20 OCT 69

AZ3

16 FEB 72

8 DEC 72

AQ3

30 OCT 71

8 DEC 72

AT3

16 OCT 71

8 DEC 72

AQ3

21 NOV 69

8 DEC 72

ATAN

8 MAY 70

8 DEC 72

(b) (6)

ADJ2

30 DEC 71

15 DEC 71

AEC

19 SEP 69

15 DEC 72

A02

4 AUG 71

27 DEC 72

AN

3 JAN 72

YN3

21 JAN 72

AMS3

22 JAN 72

(b) (6)

AN

3 FEB 72

AMH2

14 FEB 72

AT2

16 FEB 72

A02

14 FEB 72

AT2

16 FEB 72

A03

15 MAR 72

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AQ3	[REDACTED]	15 MAR 72	
	AZAN	[REDACTED]	15 MAR 72	
	AQ3	[REDACTED]	23 MAR 72	
	ATAN	[REDACTED]	23 MAR 72	
	CSSM	[REDACTED]	27 MAR 72	
	FR2	[REDACTED]	27 MAR 72	
	AQ3	[REDACTED]	27 MAR 72	
(b) (6)	AT2	[REDACTED]	27 MAR 72	
	AT2	[REDACTED]	27 MAR 72	
	AT3	[REDACTED]	4 APR 72	
	AME3	[REDACTED]	4 APR 72	
	YN3	[REDACTED]	30 APR 72	
	AQ3	[REDACTED]	1 MAY 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
	AA	[REDACTED]	7 NOV 72	
	AA	[REDACTED]	28 NOV 72	
	AOAN	[REDACTED]	11 NOV 72	
	ADJ3	[REDACTED]	11 NOV 72	
	ADJ2	[REDACTED]	11 NOV 72	
(b) (6)	AA	[REDACTED]	11 NOV 72	
	AA	[REDACTED]	28 NOV 72	
	YN3	[REDACTED]	28 NOV 72	
	BM2	[REDACTED]	28 NOV 72	
	AMEAN	[REDACTED]	29 NOV 72	
	AA	[REDACTED]	30 NOV 72	
(b) (6)	AA	[REDACTED]	28 NOV 72	
	AOAA	[REDACTED]	1 DEC 72	
(b) (6)	AA	[REDACTED]	28 NOV 72	
	AA	[REDACTED]	28 NOV 72	
	AE3	[REDACTED]	14 DEC 72	
	AE3	[REDACTED]	15 DEC 72	
	SR	[REDACTED]	15 DEC 72	
	AE2	[REDACTED]	21 DEC 72	
	AA	[REDACTED]	20 DEC 72	
	AA	[REDACTED]	30 DEC 72	

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AA	[REDACTED]	30 DEC 72	
	AA	[REDACTED]	30 DEC 72	
	ADJ1	[REDACTED]	2 MAY 72	
	AQ3	[REDACTED]	24 MAY 72	
	AT3	[REDACTED]	24 MAY 72	
	FR2	[REDACTED]	24 MAY 72	
	BM2	[REDACTED]	24 MAY 72	
(b) (6)	AQ2	[REDACTED]	3 MAR 72	
	AN	[REDACTED]	21 JUN 72	
	HM3	[REDACTED]	28 JUN 72	
	AA	[REDACTED]	28 JUN 72	
	AMS2	[REDACTED]	17 JUL 72	
	AK1	[REDACTED]	3 MAY 72	
	ADJ3	[REDACTED]	3 AUG 72	
	AMS2	[REDACTED]	5 AUG 72	
(b) (6)	ADJAN	[REDACTED]	5 AUG 72	
	ADJAN	[REDACTED]	5 AUG 72	
	FN2	[REDACTED]	6 AUG 72	
	AK2	[REDACTED]	7 AUG 72	
	AA	[REDACTED]	8 AUG 72	
	AMEAN	[REDACTED]	10 AUG 72	
	AMEC	[REDACTED]	11 AUG 72	
	YN3	[REDACTED]	31 AUG 72	
(b) (6)	AN	[REDACTED]	4 SEP 72	
	SDSA	[REDACTED]	11 SEP 72	
	AA	[REDACTED]	23 SEP 72	
	AA	[REDACTED]	3 OCT 72	
	AA	[REDACTED]	3 OCT 72	
	AMCS	[REDACTED]	6 OCT 72	
	AA	[REDACTED]	23 OCT 72	
(b) (6)	AA	[REDACTED]	30 OCT 72	
(b) (6)	AQ2	[REDACTED]	26 SEP 69	14 JAN 72
	AT3	[REDACTED]	4 FEB 69	14 JAN 72
	AQ3	[REDACTED]	26 SEP 69	14 JAN 72
	AC3	[REDACTED]	26 JUN 70	7 FEB 72
	AE2	[REDACTED]	24 JUL 70	11 FEB 72
	AE1	[REDACTED]	29 SEP 69	17 FEB 72
	AQAN	[REDACTED]	21 AUG 70	1 MAR 72

<u>NAME</u>	<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
(b) (6)	AO3	[REDACTED]	23 NOV 71	15 MAR 72
	AT3	[REDACTED]	19 DEC 69	27 MAR 72
	AQ3	[REDACTED]	27 MAY 69	26 MAY 72
	ADJ3	[REDACTED]	5 NOV 70	26 MAY 72
	AOAN	[REDACTED]	6 DEC 71	26 MAY 72
	AE2	[REDACTED]	2 OCT 70	26 MAY 72
(b) (6)	AT3	[REDACTED]	18 AUG 71	30 MAY 72
	SA	[REDACTED]	11 FEB 72	27 JUN 72
	CS3	[REDACTED]	17 DEC 71	28 JUN 72
	AE3	[REDACTED]	22 MAR 71	28 JUN 72
	SA	[REDACTED]	19 MAR 72	29 JUN 72
	SN	[REDACTED]	15 SEP 69	1 JUL 72
	AQ3	[REDACTED]	2 AUG 71	24 JUL 72
	AT3	[REDACTED]	30 OCT 70	24 JUL 72
	AE3	[REDACTED]	21 JUL 71	13 SEP 72
(b) (6)	AE2	[REDACTED]	6 MAY 71	26 AUG 72
	YN3	[REDACTED]	6 FEB 71	13 SEP 72
	AQC	[REDACTED]	12 SEP 69	13 SEP 72
	AO3	[REDACTED]	28 APR 71	10 OCT 72
	AA	[REDACTED]	8 AUG 72	19 NOV 72
	AQAN	[REDACTED]	29 SEP 71	8 DEC 72
	AO3	[REDACTED]	3 SEP 71	8 DEC 72
	ADJ2	[REDACTED]	4 NOV 71	8 DEC 72
	ADJ2	[REDACTED]	30 JUL 71	15 FEB 71
(b) (6)	ADJ2	[REDACTED]	28 OCT 71	
	ADJ2	[REDACTED]	24 NOV 71	8 DEC 72
	ADJ2	[REDACTED]	21 JUL 71	12 AUG 72
	ADJ2	[REDACTED]	21 JUL 71	22 SEP 72
	ADJ2	[REDACTED]	30 DEC 71	15 DEC 72
	ADJ1	[REDACTED]	27 JAN 72	
	ADJ3	[REDACTED]	29 OCT 71	8 DEC 72
(b) (6)	ADJ2	[REDACTED]	9 DEC 71	
	ADJ3	[REDACTED]	5 NOV 70	19 JUN 72
	ADJ3	[REDACTED]	15 OCT 71	
	ADJ3	[REDACTED]	2 OCT 70	
	ADJ2	[REDACTED]	15 OCT 71	11 DEC 72
	ADJAN	[REDACTED]	2 NOV 70	7 SEP 72
	ADJ3	[REDACTED]	23 MAR 71	29 JUL 72

NAME

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

<u>RATE</u>	<u>SSAN</u>	<u>DATE REC'D</u>	<u>DATE TRANSFER</u>
AN	[REDACTED]	5 FEB 71	30 MAY 72
ADJ3	[REDACTED]	30 JUL 71	1 APR 72
ADJ3	[REDACTED]	20 JAN 72	
ADJ3	[REDACTED]	2 MAR 70	
ADJ3	[REDACTED]	14 SEP 71	14 JAN 72
ADJAN	[REDACTED]	4 NOV 71	8 DEC 72
ADJ3	[REDACTED]	14 FEB 72	
ADJ3	[REDACTED]	3 FEB 72	
ADJ3	[REDACTED]	14 FEB 72	
AKAN	[REDACTED]	29 OCT 71	8 DEC 72
ADJAN	[REDACTED]	10 JUL 68	11 FEB 72
ATC	[REDACTED]	2 DEC 69	14 JAN 72
ATC	[REDACTED]	6 AUG 72	
YN1	[REDACTED]	21 FEB 71	
YN3	[REDACTED]	12 OCT 69	
PN1	[REDACTED]	20 AUG 71	
PN2	[REDACTED]	30 DEC 70	4 JAN 72
PN3	[REDACTED]	3 MAR 71	
PN3	[REDACTED]	21 JUL 71	
AK1	[REDACTED]	30 MAR 71	
CS2	[REDACTED]	25 FEB 71	
CS3	[REDACTED]	17 DEC 71	28 JUN 72
AA	[REDACTED]	23 MAY 70	5 AUG 72
SN	[REDACTED]	24 AUG 71	31 MAR 72
SA	[REDACTED]	26 NOV 71	31 MAR 72
SN	[REDACTED]	21 JUL 71	28 JUN 72
SA	[REDACTED]	13 JAN 72	31 MAR 72
AN	[REDACTED]	13 JAN 72	
AFCM	[REDACTED]	11 SEP 70	
AVCM	[REDACTED]	16 JUL 71	
ADCS	[REDACTED]	26 OCT 71	
ADCS	[REDACTED]	26 DEC 69	
ADJC	[REDACTED]	5 FEB 71	
ADR1	[REDACTED]	4 NOV 71	
ADJ1	[REDACTED]	21 JUL 71	
ADJ1	[REDACTED]	6 AUG 71	
ADJ1	[REDACTED]	21 JUL 71	
ADJ1	[REDACTED]	23 APR 71	
ADJ1	[REDACTED]	19 SEP 69	3 JUL 72

NAME

(b) (6)

RATESSANDATE REC'DDATE TRANSFER

AA

4 SEP 71

AN

31 OCT 71

YN3

26 OCT 71

AA

14 NOV 71

AA

12 DEC 71

HM1

15 JUN 70

HN

19 OCT 71

19 MAY 72

SD2

1 FEB 71

TN

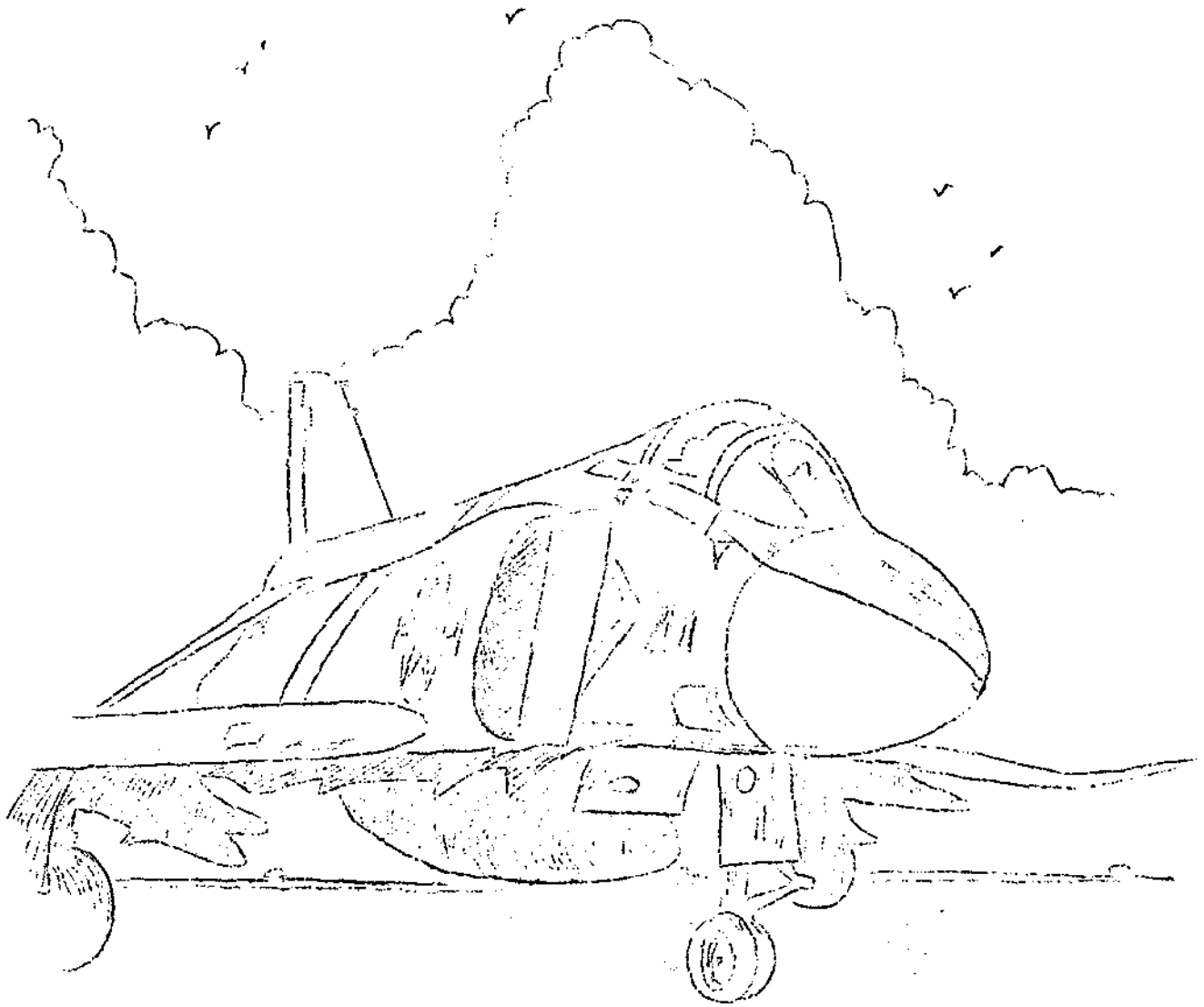
19 MAR 69

7 NOV 72

TN

2 NOV 70

7 NOV 72



PART III

SECTION C

1. FLIGHT/AIRCRAFT ON BOARD

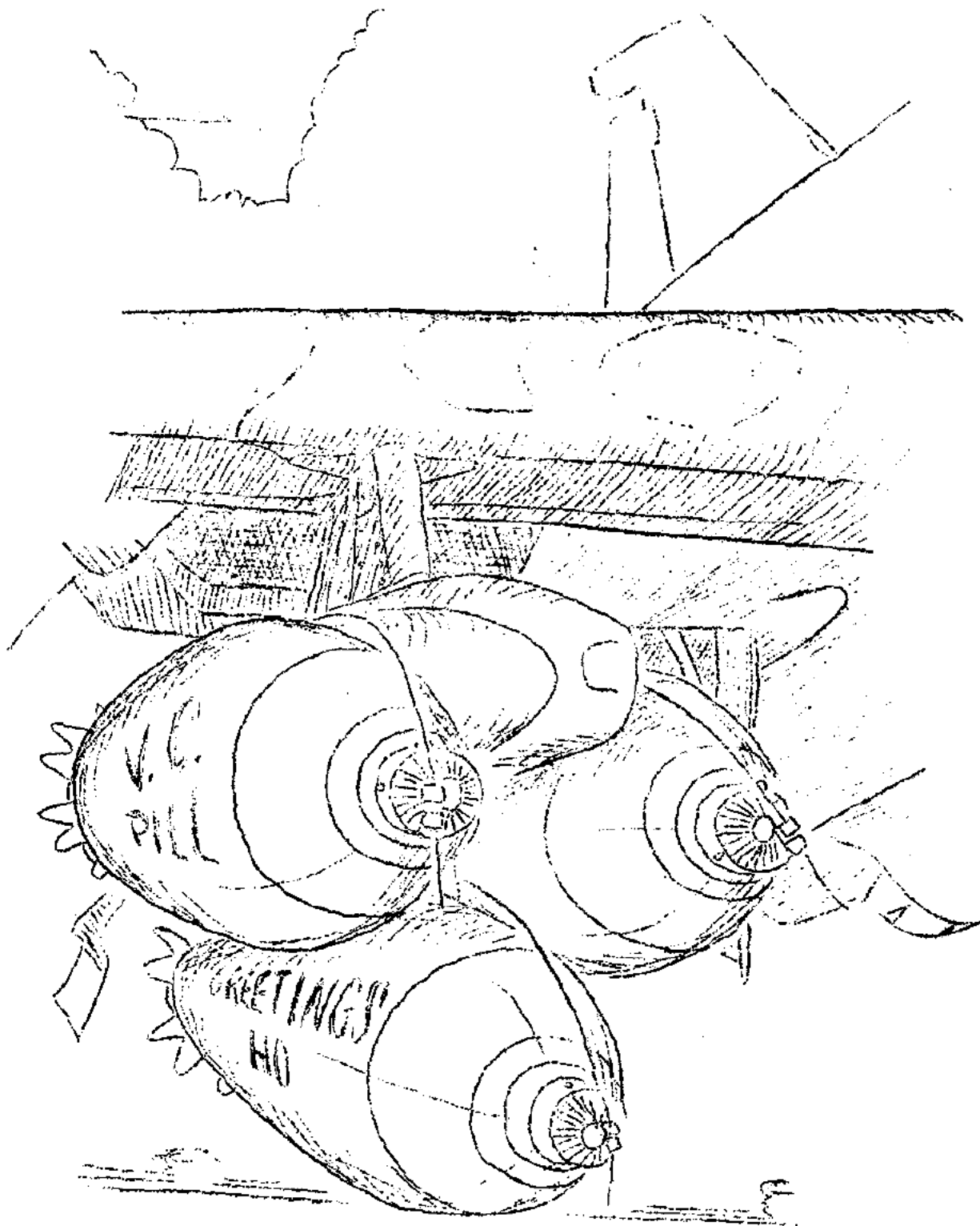
III-C

1972 Flight Statistics

<u>Month</u>	<u>Sorties</u>	<u>Flight Hours</u>	<u>Night Hours</u>	<u>Day Traps</u>	<u>Night Traps</u>
JAN	343	441.7	214.9	118	75
FEB	56	92.0	17.1	42	11
MAR	365	725.8	132.7	254	83
APR	383	682.2	111.4	307	56
MAY	325	541.3	42.5	260	37
JUN	336	614.1	193.5	226	90
JUL	344	667.7	188.2	251	78
AUG	286	542.0	127.1	221	52
SEP	252	486.2	138.8	170	60
OCT	250	492.6	154.6	145	82
NOV	60	115.2	16.5	42	7
DEC	5	11.2	-	-	-
TOTAL	3005	5412.0	1337.3	2036	631

1972 Aircraft on Board

<u>Month</u>	<u>Average Number of Aircraft</u>
JAN	13
FEB	12.4
MAR	11.7
APR	10.7
MAY	11.9
JUN	12.3
JUL	12.3
AUG	12.5
SEP	12
OCT	12
NOV	12
DEC	12



PART III

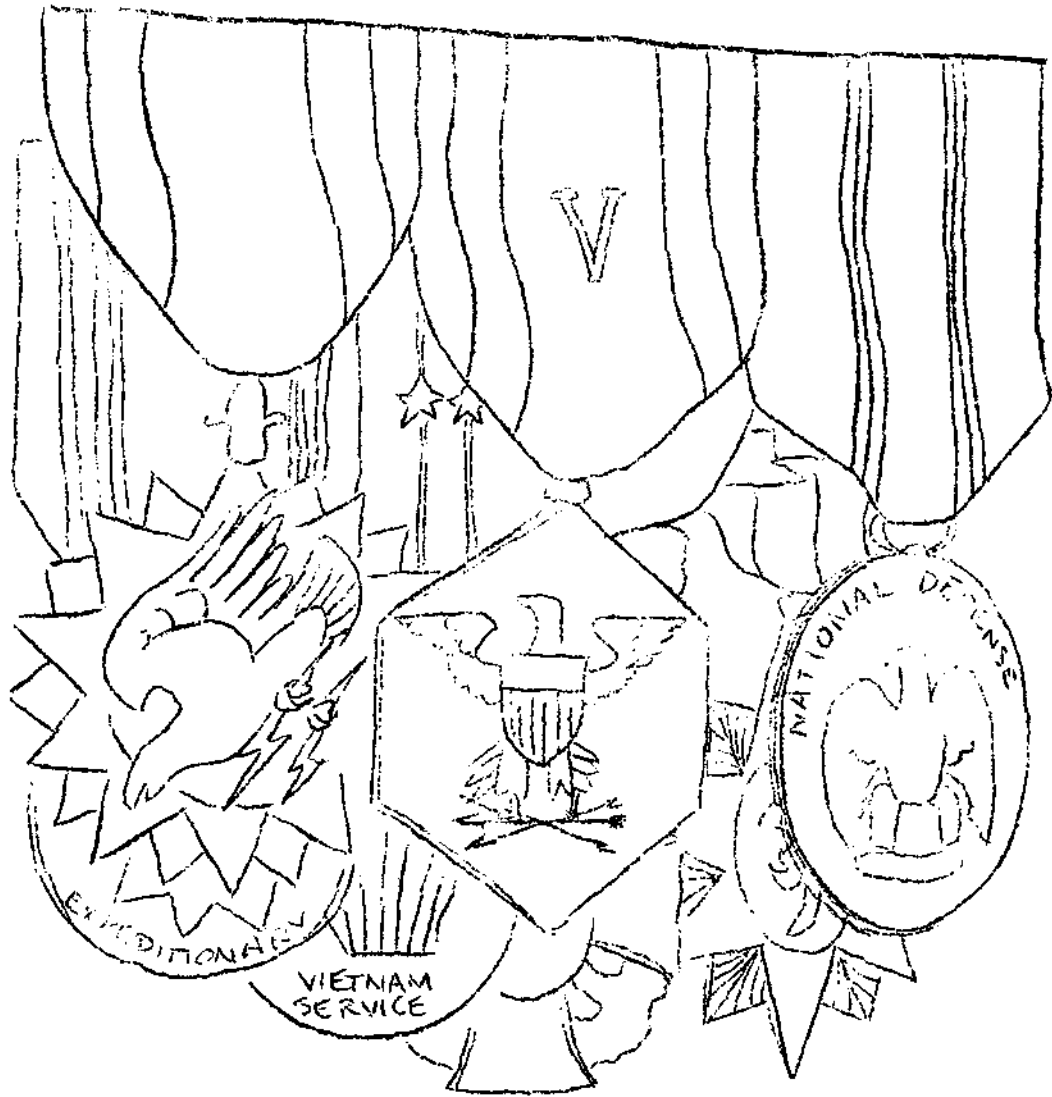
SECTION C

2. ORDNANCE

1972 ORDNANCE EXPENDITURES

	MK-82	CBU-24	ROCKEYE	DST MK36	AIM-9	AIM-7	MK-76	FLARE MK-45	LCB MK-82	LCB MK-83	MK-83	ITEMS DROPPED MONTHLY
JAN	44	0	0	0	0	0	95	4	0	0	0	143
FEB	16	0	0	0	1	0	30	0	0	0	0	47
MAR	771	0	0	0	1	2	12	0	0	0	0	786
APR	1026	72	0	0	0	1	0	0	0	0	0	1099
MAY	222	0	60	12	7	1	0	0	0	0	0	302
JUN	254	0	55	0	2	2	0	0	0	0	0	313
JUL	385	0	96	0	1	0	0	0	8	0	0	490
AUG	518	0	68	0	0	0	0	0	8	6	0	600
SEP	359	0	60	0	0	1	0	0	4	0	8	432
OCT	352	0	48	0	0	3	0	16	4	0	8	431
NOV	114	0	0	0	1	0	0	0	0	0	0	115
DEC	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL ITEMS	4061	72	387	12	13	10	137	20	24	6	16	4758

III-C-2



PART III

SECTION C

3. AWARDS

VF-114 AWARDS - 1972

SILVER STAR

LT (b) (6)

LT (b) (6)

BRONZE STAR

CDR P. W. KELLAWAY

DISTINGUISHED FLYING CROSS

CDR P. W. KELLAWAY
LCDR (b) (6)
LCDR (b) (6)
LT (b) (6)
LT

CDR J. R. FITZEN (2)
LCDR (b) (6)
LT (b) (6)
LT

CDR R. E. BOX
CAPT (b) (6) (USAF)
LT (b) (6)
LT

AIR MEDAL

CDR J. R. FITZEN
LCDR (b) (6)
LT (b) (6)
LT
LT
LT
LT
LTJG (b) (6)

LCDR (b) (6)
CAPT (b) (6) (USAF)
LT (b) (6)
LT
LT
LT
LT
LTJG (b) (6)

LCDR (b) (6)
LT (b) (6)
LT
LT
LT
LT
LTJG (b) (6)

STRIKE/FLIGHT AIR MEDAL
AWARD NO.

AWARD NO.

CDR (b) (6)
LCDR (b) (6)
LCDR (b) (6)
LT (b) (6)
LT
LT
LT
LT
LT
LT
LT
LTJG (b) (6)
LTJG
LTJG

12-13
14-24
1-10
10-17
11-21
11-12
11-20
11-20
10-19
1-10
1-10
1-10
1-10
1-9
1-10

LCDR (b) (6)
LCDR
CAPT (b) (6) (USAF)
LT (b) (6)
LT
LT
LT (b) (6)
LT
LT (b) (6)
LT
LTJG (b) (6)
LTJG
LTJG

16-26
22-32
12-21
10-20
1-10
11-21
9-16
11-20
1-2
1-10
1-10
1-10
1-10
1-10
1

NAVY COMMENDATION MEDAL

LCDR (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LTJG (b) (6)
LTJG (b) (6)

LCDR (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LTJG (b) (6)
LTJG

CAPT (b) (6) (USAF)
LT (b) (6)
LT
LT
LT (b) (6)
LTJG (b) (6)
LT (b) (6)

COMMANDER SEVENTH FLEET LETTER OF COMMENDATION

TN3 (b) (6)

ADJ3 (b) (6)
ASE2

ADJ2 (b) (6)

VF-114 RECOMMENDED AWARDS - NOT APPROVED AS

OF PUBLICATION DATE

DISTINGUISHED FLYING CROSS

CDR **P. W. KELLAWAY**
LT (b) (6)

LCDR (b) (6)
LT (b) (6)

LCDR (b) (6)
LTJG (b) (6)

AIR MEDAL

LCDR (b) (6)
LT (b) (6)
LTJG (b) (6)

LCDR (b) (6)
LT (b) (6)

LT (b) (6)
LTJG (b) (6)

STRIKE/FLIGHT AIR MEDAL

CDR **P. W. KELLAWAY** (15-22)

CDR **R. E. BOX** (9-12)

NAVY COMMENDATION MEDAL

CDR (b) (6)
LT (b) (6)
LTJG (b) (6)
ADJC (b) (6)
ADCS (b) (6)
AEC (b) (6)
AME1 (b) (6)
FN1 (b) (6)
AO1 (b) (6)

CAPT (b) (6) (USAF)
LT (b) (6)
WO1 (b) (6)
AMHC (b) (6)
AQ2 (b) (6)
AMSC (b) (6)
AT1 (b) (6)
ADJ1 (b) (6)
AME2 (b) (6)

LT (b) (6)
LT (b) (6)
AVCM (b) (6)
AQ2 (b) (6)
AEC (b) (6)
AT1 (b) (6)
AE1 (b) (6)
AO1 (b) (6)

NAVY ACHIEVEMENT MEDAL

AFCM (b) (6)
AMH1 (b) (6)
AMS1 (b) (6)
AT2 (b) (6)
AQ2 (b) (6)
AT3 (b) (6)
AO3 (b) (6)

AOC (b) (6)
AMH1 (b) (6)
ADJ1 (b) (6)
AQ2 (b) (6)
AMH2 (b) (6)
AE3 (b) (6)

YN1 (b) (6)
AMS1 (b) (6)
ADJ1 (b) (6)
AME2 (b) (6)
AO2 (b) (6)
AE3 (b) (6)

SEVENTH FLEET LETTER OF COMMENDATION

ADCS (b) (6)
AMH2 (b) (6)
ADJ3 (b) (6)
AZ3 (b) (6)
AME3 (b) (6)
AMH3 (b) (6)
AT3 (b) (6)
AO3 (b) (6)
AN (b) (6)
AEAN (b) (6)
AMSAN (b) (6)
AKAN (b) (6)
YN3 (b) (6)

FR1 (b) (6)
FR2 (b) (6)
AMH3 (b) (6)
FR3 (b) (6)
AME3 (b) (6)
AMH3 (b) (6)
AE3 (b) (6)
AO3 (b) (6)
AMHAN (b) (6)
AMHAN (b) (6)
AMEANT (b) (6)
AN (b) (6)

FR2 (b) (6)
AMH3 (b) (6)
AMH3 (b) (6)
AE3 (b) (6)
AE3 (b) (6)
ADJ3 (b) (6)
FN3 (b) (6)
AN (b) (6)
ATAN (b) (6)
AN (b) (6)
AN (b) (6)
YN3 (b) (6)

PART III

SECTION C

4. AIRCRAFT LOST/DAMAGED DURING CALENDAR YR 1972

AIRCRAFT LOST/DAMAGED DURING CALENDAR YR 1972

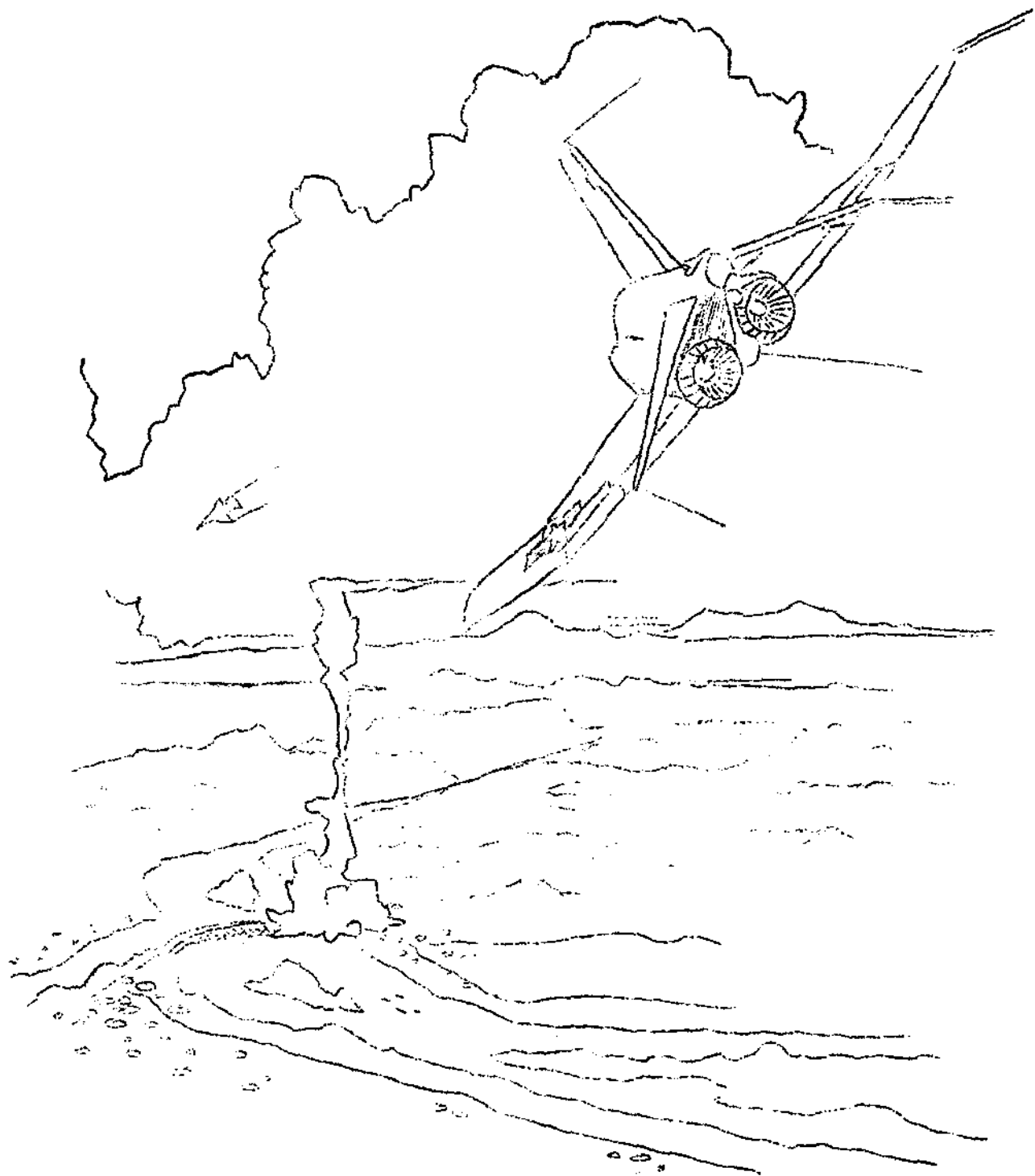
<u>Date</u>	<u>A/C</u>	<u>Buno</u>	<u>Location</u>	<u>Cause</u>	<u>Damage</u>
22 MAR	F4J	157257	SVN	DEA	Minor
14 APR	F4J	157252	SVN	DEA	ALPHA
9 JUL	F4J	157257	GOT	Brakes	ECHO
9 JUL	F4J	154246	NVN	DEA	ECHO
17 JUL	F4J	151249	GOT	BRIDDLE SLAP	ECHO
17 AUG	F4J	157262	NVN	DEA	ALPHA
15 SEP	F4J	157257	GOT	STAB ACTUATOR	ECHO
27 SEP	F4J	155901	GOT	BLC MAL	ECHO
29 SEP	F4J	157264	GOT	STBD ENG FOD	ECHO

ECHO - MINOR DAMAGE

ALPHA - DESTROYED

DEA - DIRECT ENEMY ACTION

GOT - GULF OF TONKIN



PART III
SECTION C
5. MAJOR STRIKES PARTICIPATED IN

1972 Major Strikes of VF-114

<u>Date</u>	<u>TYPE</u>	<u>Target/Location</u>
16 APR	ALPHA	HAIPHONG
16 APR	ALPHA	KEIN AN
16 APR	ALPHA	CAT BI
19 APR	ALPHA	CU NAM
19 APR	ALPHA	HAPPY VALLEY
20 APR	ALPHA	VINH
29 APR	ALPHA	VINH
29 APR	ALPHA	HAPPY VALLEY
29 APR	ALPHA	DONG HOI
1 MAY	ALPHA	QUANG NAP POL
5 MAY	ALPHA	VINH
6 MAY	ALPHA	NAM DINH
6 MAY	ALPHA	BAI THONG
7 MAY	ALPHA	DONG HOI
7 MAY	ALPHA	THANH HOA
BOMBING HALT ABOVE 20TH PARALLEL		
8 MAY	ALPHA	XUAN MAI
9 MAY		XOM NAM
10 MAY		HAI PHONG
10 MAY		HAI DUONG
11 MAY		VINH
12 MAY		NAM DINH
13 MAY		THANH HOA
16 MAY		VINH
16 MAY		HAPPY VALLEY
18 MAY	ALPHA	THANH HOA
18 MAY	ALPHA	HAIPHONG
18 MAY	ALPHA	VONG BI
19 MAY	ALPHA	HAIPHONG MINE
19 MAY	ALPHA	HA VENE
21 MAY	ALPHA	VINH
21 MAY	ALPHA	NINH BINH

1 JUN	ALPHA	HOANH SON
1 JUN	ALPHA	NINH BINH
2 JUN	ALPHA	PHU LAI
5 JUN	ALPHA	CAM PHA
5 JUN	ALPHA	NINH BINH
8 JUN	ALPHA	CAT BI
9 JUN	ALPHA	HON GAY
10 JUN	ALPHA	VINH
11 JUN	ALPHA	EAST OF KEP HA
12 JUN	ALPHA	EAST OF KEP HA
14 JUN	ALPHA	THANH HOA
14 JUN	ALPHA	VINH
15 JUN	ALPHA	VINH
16 JUN	ALPHA	VINH
17 JUN	ALPHA	SOUTH OF NINH BINH
18 JUN	ALPHA	
21 JUN	ALPHA	NINH BINH
22 JUN	ALPHA	KEP HA
25 JUN	ALPHA	XUAN MAI
26 JUN	ALPHA	HAIPHONG
9 JUL	ALPHA	XUAN MAI
9 JUL	ALPHA	HAI DOUNG
9 JUL	ALPHA	YEN LAP
20 JUL	ALPHA	QUANG LANG
20 JUL	ALPHA	VINH
21 JUL	ALPHA	HAIPHONG
23 JUL	ALPHA	HANOI
23 JUL	ALPHA	HAIPHONG
25 JUL	ALPHA	QUANG LANG
30 JUL	ALPHA	HAIPHONG
31 JUL	ALPHA	VINH
1 AUG	ALPHA	HAPPY VALLEY
1 AUG	ALPHA	VINH
3 AUG	ALPHA	VINH
3 AUG	ALPHA	HAPPY VALLEY
15 AUG	ALPHA	HA TINH

26 AUG	ALPHA	HAIPHONG
16 SEP	ALPHA	HAI DUONG
16 SEP	ALPHA	PHU LAI
23 SEP	ALPHA	THANH HOA

PART III

SECTION D

VF-114 COMMANDING OFFICER'S BIOGRAPHIES

BIOGRAPHY OF COMMANDER PETER W. KELLAWAY, USN

Commander Peter W. KELLAWAY was born in (b) (6) in (b) (6). He graduated from high school there and then attended (b) (6) in Evanston, Illinois. In August 1953 he entered the Naval Aviation Cadet Program at NAS Pensacola, Florida, receiving his Naval Aviator's Wings and commission as Ensign in February 1955.

Commander KELLAWAY's first fleet tour was with Fighter Squadron One Hundred Twelve flying the F9F Cougar. Completing a WESTPAC deployment aboard USS ESSEX he then joined Fighter Squadron Twenty Four flying the F3H Demon and subsequently completed a deployment on USS LEXINGTON.

In February 1959 Commander KELLAWAY reported to the Naval Postgraduate School Monterey, California where he earned his BS degree in July 1961. He next reported to Fighter Squadron One Hundred Twenty One as an instructor in the F3H and F4B aircraft.

Returning to sea duty he deployed aboard USS MIDWAY with Fighter Squadron Twenty One in the capacity of squadron Administrative Officer and then Maintenance Officer. Commander KELLAWAY then reported to USS ORISKANY as Flight Deck Officer and Aircraft Handling Officer. In July 1966 he attended the Armed Forces Staff College in Norfolk, Virginia, and then deployed with Fighter Squadron One Hundred Fifty Four on board USS RANGER.

In September 1969, Commander KELLAWAY was assigned to Ready Replacement Air Wing Twelve Staff serving as Operations Officer.

Commander KELLAWAY reported to Fighter Squadron One Hundred Fourteen as Executive Officer in August 1970. He assumed command of the squadron in August 1971.

Commander KELLAWAY, and his wife (b) (6) reside with their two children (b) (6) at (b) (6).

BIOGRAPHY OF COMMANDER ROGER E. BOX

A native of (b) (6), Commander BOX began his career at the U. S. Naval Academy where he received his commission in 1956. He proceeded to the flight training program at Pensacola, Florida, and was designated a Naval Aviator in October 1957. Since his designation, Commander BOX has developed an extensive and varied background in fighter aviation. He has flown thirty-four models of aircraft including every fighter aircraft in the Navy's operational inventory.

Commander BOX joined the fleet in 1957 and served with VF-173, VF-174 and VF-84. He attended the Naval Test Pilot School at Patuxent River, Maryland, and upon completion in July 1962, served as F-8/F-4 Fighter Project Pilot in the Weapons System Test Division from July 1962 to October 1964.

Following his tour at Patuxent River, Commander BOX helped place USS AMERICA (CVA-66) in commission and served as Assistant Navigator for the next two years. He returned to fighter aviation in 1967 as a member of Fighter Squadron 21 and made two combat deployments to Southeast Asia aboard the USS RANGER.

After attending Air Force War College at Maxwell AFB and receiving his masters from Auburn University, Commander BOX got orders to VF-121, the Pacific Fleet F-4 Replacement Air Group, and in May 1971 became Officer-in-Charge of the Navy Fighter Weapons School (TOPGUN). During his administration, TOPGUN became a separate command and Commander BOX became the first Commanding Officer of TOPGUN on 11 July 1972.

In August of 1972 Commander BOX assumed command of VF-114 aboard USS KITTY HAWK in the Gulf of Tonkin.

Commander BOX and his wife, (b) (6) reside in (b) (6) with their family.

PART III

SECTION E

VF-114 OP ORDERS/NOTICES

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
96601

CANC: JAN 73
VF-114 NOTE 3170
20 November 1972

VF-114 NOTICE 3170

From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Distribution List

Subj: Squadron Debarkation from USS KITTY HAWK (CVA-63) on 28 NOV 72

Ref: (a) COMATKCARAIRWING ELEVEN INST 3120.1B
(b) USS KITTY HAWK (CVA-63) NOTICE 3170 of 16 NOV 72

Encl: (1) Departmental Responsibilities and Notices

1. Purpose. This notice is to establish the sequence of events, assign responsibilities and promulgate procedures for the squadron debarkation from USS KITTY HAWK (CVA-63) on 28 November 1972. The procedures and responsibilities are in accordance with references (a) and (b). Enclosure (1) lists responsibilities and notices by department.

2. Assignments. The following duties and responsibilities are assigned:

a. LT (b) (6) is designated Officer-in-Charge of off-loading all squadron support equipment from USS KITTY HAWK (CVA-63) and responsible for the transportation and security of all squadron gear to NAS Miramar.

b. LT (b) (6) is designated the Squadron Off-Load Officer at NAS Miramar and is responsible for the stowage and security of squadron gear.

c. LT (b) (6) is designated the Squadron Liason Officer with USS KITTY HAWK (CVA-63) and is responsible for turning in all assigned squadron spaces to the Air Department.

d. AMHC (b) (6) is designated the Off-Loading Supervisor. He is responsible for the orderly off-load of squadron support equipment and personal gear from USS KITTY HAWK (CVA-63) to trucks at NAS North Island and the off-loading of these trucks at NAS Miramar. Chief (b) (6) will be assisted by AMS1 (b) (6) and AMH1 (b) (6) and a working party of designated personnel as assigned on the 27 November watch bill.

e. ENS (b) (6) is responsible for the transportation of all classified material from USS KITTY HAWK (CVA-63) to NAS Miramar and will ensure it's proper stowage and security.

3. Action. Prior to 0700, 28 November 1972, all shops will assemble their respective equipment and pack cruise boxes. All equipment will be clearly identified with VF-114 and Department/Shop name and numbered.

This equipment will be retained in the individual shops. Cruise boxes will be painted orange and labeled in black.

a. Prior to 0800 28 November 1972, all Shops/Departments will assemble their cruise boxes and equipment to be off-loaded on the hanger bay as designated in reference (b).

b. After arrival of USS KITTY HAWK (CVA-63) at NAS North Island the assigned working party under the direction of the off-loading supervisor will begin off-loading squadron equipment and gear from USS KITTY HAWK (CVA-63) to designated trucks, all equipment off-loaded will be inventoried as it is loaded aboard the trucks by recording shop and number located on gear. This list will be turned over to LT (b) (6) at Miramar for inventory of off-load.

c. Those personnel not assigned to the off-load at NAS North Island will board assigned busses and be transported to NAS Miramar. Those personnel assigned to the off-load at NAS North Island will board an assigned bus and be transported to NAS Miramar upon completion of loading and as directed by the Off-Load Supervisor.

d. Upon arrival of the trucks at NAS Miramar, those personnel assigned to the off-load working party at NAS Miramar will proceed to off-load and store the squadron support equipment and personal gear in spaces designated by LT (b) (6). An inventory will be taken of all equipment as it is off-loaded from the trucks.

e. Classified material will be placed in cruise boxes and clearly identified as such. These boxes will be turned over to ENS (b) (6) at 0800 28 November 1972, who will transport them separately to NAS Miramar and ensure proper security upon arrival.

/s/R. E. BOX

Distribution List:
VF-114 INST 5215-3 Series
LIST I, II, and III

Authenticated:

(b) (6) LCDR, USN
Administrative Officer

1. Administrative Department. The Administrative/Personnel Office will secure at 0100 27 November aboard USS KITTY HAWK (CVA-63) and will open at NAS Miramar at 0730 4 December. No Administrative or Personnel matters will be handled between these times.

2. Berthing.

a. All Officers are responsible for settling their mess bill prior to 20 November and turning in the keys to their staterooms upon vacating same.

b. All linen from squadron berthing spaces will be turned in to BM2 (b) (6) prior to 0700 28 November. Appropriate berthing spaces and chow passes will be assigned by the LCPO upon arrival at NAS Miramar.

3. Watch Bill.

a. Officers watches are as assigned on the 14 November Officer watch bill.

b. An enlisted watch bill for NAS Miramar will be promulgated by the LCPO.

c. The watch bill for 27 November 1972 will specify all working parties for the debarkation.

4. Muster. All hands will muster at NAS Miramar at 0745 29 November 1972.

5. Liberty. Liberty will commence as directed by Commanding Officer on 29 November 1972, and expire 0730 4 December 1972.

6. Maintenance. Material will insure that all items held sub-custody from the ship or Air Wing ELEVEN are turned in prior to reaching CONUS. Specific dates includes:

a. Typewriters & adding machines - prior to 1600 27 November 1972 to S1 Office.

b. Foul weather/wet weather gear-prior to 1600 27 November 1972 to S-1 Office.

c. Aircraft tie-down chains - AIMD at completion of fly-off.

d. 3M radios, test and support equipment - AIMD prior to 1600 27 November 1972.

e. All paperwork for items requiring survey shall be completed and submitted to the air wing office prior to 0700 20 November 1972.

f. Special care must be taken by each branch to ensure that the security of personal and squadron equipment is maintained at all times.

Enclosure (1)

PART III

Section F

VF-114 ZOT GRAMS/NEWSLETTERS

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

Fleet Post Office
San Francisco, California
96601

ZOT-Gram 1
1 March 1972

Dear Parents,

I would like to take this opportunity to express my pleasure in having your son aboard Fighter Squadron ONE HUNDRED FOURTEEN and to assure you that in this modern Navy all the facilities are combined to insure his health, safety, and happiness. We are justly proud of this squadron and hope that your son will enjoy and profit by this present tour of duty.

We are currently flying the all-weather F4J "Phantom II" jet fighter. This Mach 2+ airplane is a complex, highly effective weapon in America's arsenal of defense. As a member of this command your son will play an important role maintaining the squadron's effectiveness to counter any threat against the United States and her allies.

The Navy is an increasingly important element of our national defense and offers to each man a challenge not only to serve his country honorably, but also to improve his status as an individual. This squadron is a major unit of the Pacific Fleet and those of us who serve in it are all members of a close-knit, well coordinated team, each working for the good of the entire group. During this cruise, your son is embarked with his squadron aboard one of the Navy's mightiest aircraft carriers, the USS KITTY HAWK. While deployed in the Far East we expect to visit Japan, Hong Kong, the Philippines and Singapore. During these occasions, it will be his responsibility to bear in mind that he is a direct representative of the United States, the Navy, and this command. Between these exotic ports lies a great deal of hard work, with many days at sea, in our role in support of allied forces in Southeast Asia. As our mission is important to world freedom, you too have a significant stake in this picture and can strengthen your role by encouraging your son to do his best at every opportunity. Your support is vital. Through correspondence you can provide encouragement and strength from home, greatly appreciated by those fighting for their country.

In case of an emergency, remember the facilities of the American Red Cross stand ready to assist you in any way possible. If I may be of help to you at anytime, please feel free to write.

Sincerely yours,

/s/ P. W. KELLAWAY
Commander, United States Navy
Commanding Officer

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
96601

ZOT Gram II
9 April 1972

Dear Wives, Parents, Fiancees,

The AARDVARKS are once again a thoroughly seasoned combat fighter squadron. A highly successful, first line period saw us flying over 700 flight hours and delivering over half a million pounds of ordnance. In the process not one member of the squadron suffered even the slightest combat or combat related injury. A wealth of talent, combined with the aggressive, confident spirit being displayed by each individual in this command, makes me feel confident that this outstanding trend will continue through remaining line periods.

After departing San Diego on 17 February, we spent the next 15 days steaming toward the Philippines. There was much to accomplish enroute and everyone was kept busy readying the planes for the arduous task ahead. There was much training to accomplish, briefings to attend and alerts to maintain in anticipation of overflights by Soviet reconnaissance aircraft. As it turned out, Soviet aircraft were unable to locate us and we were not overflown. We conducted limited flight operations in the vicinity of Midway Island. This, combined with the fly-off to Cubi Point two days before Kitty Hawk's arrival in Subic, was unfortunately not sufficient to maintain aircrew proficiency, so some flying was done inport for this purpose. After arriving in Subic early on 3 March we found that all was not rest and relaxation. There were numerous briefings to attend to update us on the current situation in Southeast Asia. Supplies and ordnance were loaded aboard. Maintenance was kept busy with last minute aircraft preparation, and ADMIN was presented with a two week backlog of official mail. Most of the precious free-time was utilized to make runs to the Navy Exchange, stock up on soft drink supplies, etc. Then it was raise anchor and off to Yankee Station. Following an outstanding but arduous 19 day at-sea period we returned to Subic Bay for some well earned rest and relaxation.

The AARDVARKS, after six weeks of hard work, played hard. Good advantage was taken of all the facilities available at Subic. The Navy sponsored trips, such as the two day trip to Pagsanjan Falls, the two day trip to the mountain resort of Baguio, and the Manila tours were utilized and enjoyed. The recreational facilities of Subic Bay, Cubi Point, and Grande Island were also utilized as can be attested to by lots of sore muscles, sunburns, and queasy stomachs from overdoses of free hamburgers. It is amazing to observe the effect of a few days of R&R. Spirits go up, the smiles begin to reappear, and the memories of a difficult line period fade rapidly. Unfortunately our planned inport period was cut short because of a worsening situation in Southeast Asia. At approximately 2 AM Easter morning, Kitty Hawk was directed to make preparations for getting underway. At 9:30 AM the gangplank was raised and the ship took up a track once again for Yankee Station. This, of course, upset the

routine considerably. Tour reservations had to be cancelled. The squadron party which was scheduled for Easter evening, and into which had gone considerable planning, had to be cancelled. Although the early sailing was disappointing there were few complaints. Everyone understood that it was necessary and seemed willing to accept it to get the job done. It is instances such as this which make me proud of the modern day sailor and particularly of the AARDVARKS.

On a lighter note it gives me great pleasure to publish the winner of the "AARDVARK of the Month" awards. For the month of February the award went to AMS3 (b) (6) who is assigned to the Airframes Branch. AMH3 (b) (6) of the Troubleshooter Branch was the winner for March and AMH3 (b) (6) of the Line Division took the honors for April. These men were chosen over very stiff competition for their performance, competence and desire and ability to excel. It is quite an honor to be selected by your own shipmates as the best of the best and I am exceptionally proud of each of them. I would also like to acknowledge the selection of AMS1 (b) (6) as this command's nominee for the Pacific Fleet Sailor of the Year Award.

Several of our AARDVARKS were advanced in rate on 1 March. (b) (6) from ADJAN to ADJ3, (b) (6) from AQAN to AQ3, (b) (6) from AMSAN to AMS3, (b) (6) from AMSAN to AMS3 and (b) (6) from AMHAN to AMH3. The following men were advanced on 8 March. (b) (6) to AMSAN, (b) (6) to AMSAN, (b) (6) to AN, (b) (6) to AN, and (b) (6) to ADJAN. On 1 April twelve AARDVARKS were advanced in rate. (b) (6) from AQ3 to AQ2, (b) (6) from CS3 to CS2, (b) (6) from AT3 to AT2, (b) (6) from AQ3 to AQ2, (b) (6) from AQ3 to AQ2, (b) (6) from AMS3 to AMS2 and (b) (6) from AQ3 to AQ2. Also (b) (6) from AN to AMH3, (b) (6) from AEAN to AE3, (b) (6) from YNSA to YNSN, (b) (6) from AN to ADJ3, (b) (6) from SN to YN3 and (b) (6) from AEAN to AE3.

Unfortunately due to normal rotation we've lost the following men: SN (b) (6) to NAS Cubi Point, AA (b) (6) to USS KITTY HAWK (Ship's company) and AA (b) (6) to the USS KITTY HAWK (Ship's company).

We've recently had the pleasure of gaining some new AARDVARK bachelors. AQ3 (b) (6) AQ3 (b) (6) ATAN (b) (6) AMSAN (b) (6) (b) (6) SA (b) (6) AO3 (b) (6) AQ3 (b) (6) (b) (6) and AMH3 (b) (6) New couples are AMH3 (b) (6) (b) (6) AZ3 (b) (6) ADJ2 (b) (6) and AQ3 (b) (6) and I (b) (6)

Before closing I would like to stress the importance of mail from home. The most disappointing thing a sailor can experience is several mail calls without a word from home. Nothing raises the spirit like a letter or even a short note reassuring him that all is OK on the home front.

A few minutes of writing and an airmail stamp usually works miracles for morale purposes. Realizing This is a two way street, your man out here is also being encouraged to write home. As Dean Martin says, "Let's keep those cards and letters coming folks".

/s/ P. W. KELLAWAY
Commanding Officer

P.S. Some of you who are new to the squadron may be wondering about the use of the word "AARDVARK" and "ZOT". Many years ago the squadron adopted, as a squadron mascot, the aardvark character "ZOT" from the comic strip "B.C.". Aardvark is also the first multiple letter word in the dictionary which we relate to the squadron motto "FIRST TO FIGHT". Zot is probably the most recognized and well known mascot in Naval Aviation - not only because it is unusual but also because it is associated with the finest fighter squadron in the U. S. Navy.

FIGHTER SQUADRON ONE HUNDRED FOURTEEN

Fleet Post Office
San Francisco, California
96601

ZOT GRAM III
4 June 1972

Dear Wives, Parents, Fiancees;

Greetings from WESTPAC and I hope this letter finds you in good health and in high spirits. Despite the long hours and difficult working conditions VF-114's morale is very high and everyone is doing his best. The results are very evident in the tremendous combat record being compiled by the squadron. Please remember that your Aardvark's morale is highly dependent upon your letters, cards and the support they receive from home.

The second line period was particularly laborious as we spent 50 days on Yankee Station with little time for rest. The KITTY HAWK participated in the first strikes on Hanoi and Haiphong in retaliation for the latest North Vietnamese offensive and since then we have continued to support strikes throughout the North and parts of Northern South Vietnam. The bombing itself was only half of our total effort. Our primary mission is flying air defense patrol to protect aircraft strike groups penetrating into North Vietnam as well as ships and aircraft in the Gulf of Tonkin from possible air or surface attack. This job was accomplished professionally, day and night, thanks to our proficient aircrews and the superb effort of our maintenance and support personnel. During this period we logged over 1200 flight hours and expended 368 tons of ordnance - impressive figures for any fighter squadron! The Aardvarks have continued to prove themselves capable of again winning the "E", the Battle Efficiency Award. Throughout VF-114 there is a noticeable willingness to help each other do the best possible job.

The centermost objective of any fighter squadron is to engage and win in air-to-air combat. The last line period was highlighted by the downing of two MIG-21 aircraft by two of our aircrews. The aircrews were LT (b) (6) and his radar operator, LTJG (b) (6) and LCDR (b) (6) flying with LTJG (b) (6). Their success was the result of the enormous individual effort and spirit which typifies a winning team. Each part of this team provides a vital function which contributes to the effectiveness of the squadron as a whole. Well done to all!

After the many arduous days at sea, the KITTY HAWK arrived in Subic late on 23 May. Cubi Point was indeed a pleasant sight. Many had made plans in advance to take advantage of tours arranged by Special Services. Some enjoyed tours to Pagsajan Falls which is one of the more famous sights of the Philippines. Others went deep sea fishing, skin diving, golfing, skeet shooting, relaxed at Grande Island, or simply enjoyed being back on dry land for a change. This in port period also marked the occasion of the squadron

all-hands party, which was thoroughly enjoyed by all and a tremendous success. The food, which included three roast pigs, was outstanding as evidenced by the record time in which it was devoured.

Each month one outstanding VF-114 sailor is presented the "Aardvark of the Month" award which entitles him to certain privileges during that month. He is selected by his shipmates on the basis of how well he performs his particular job within the squadron. The "Aardvark of the Month" for May was unique in that it was given to two candidates. The selection committee arrived at a tie vote which could not be broken so a decision was made to make the award to both individuals. AKA (b) (6) and ADJ2 (b) (6). Both men were selected for their outstanding performance and personal example which they have shown during the past months. (b) (6) was selected for his diligent performance of his duties as a Material Control Clerk while (b) (6) was awarded the honor for his excellent knowledge and performance in the area of the F4J engine and related systems. AO2 (b) (6) received the award for the month of June. His excellent knowledge of proper ordnance procedures and the tremendous performance he has exhibited have contributed directly to the squadron's high state of combat readiness. I personally congratulate each man on his fine example and enviable achievement.

Advancements in the Navy are earned by competing in Navy-wide examinations, performance marks, and many other factors. Selection for advancement is indicative of the Navy's finest. Recent advancements to Airman were earned by (b) (6), (b) (6), and (b) (6), (b) (6): (b) (6) was advanced to Personnelman Third Class; (b) (6) to Aviation Machinists Mate (Jet) Second Class and (b) (6) to Senior Chief Aviation Machinists Mate. Well Done to All!

Unfortunately there is always a constant turnover of people in the Navy. New faces appear, others receive orders to other activities and some return to civilian life. New couples reporting aboard recently are; Aviation Fire Control Technician Airman (b) (6) and (b) (6), Aviation Machinist Mate (Jet) Second Class (b) (6) and (b) (6), Aviation Electronics Technician Third Class (b) (6) and (b) (6), Aviation Ordnancemen Third Class (b) (6) and (b) (6), Parachute Rigger Third Class (b) (6) and (b) (6), and Boatswain's Mate Second Class (b) (6) and (b) (6). Also reporting were Aviation Fire Control Technician Third Class (b) (6), (b) (6), Aviation Structural Mechanic Airman (b) (6) and Yeoman (b) (6), (b) (6). Welcome to VF-114! Returning to civilian life are Aviation Electronics Technician Third Class (b) (6), Airman (b) (6), Aviation Electrician's Mate Second Class (b) (6), Aviation Fire Control Technician Second Class (b) (6), Aviation Ordnancemen Airman (b) (6), Aviation Machinist Mate (Jet) Third Class (b) (6), Aviation Fire Control Technician Third Class (b) (6), Hospital Corpsman (b) (6) and Seaman (b) (6), Aviation Ordnancemen First Class (b) (6) recieved orders. Its been a pleasure to have such fine people in VF-114 and we wish each one the best of luck in their new career or job.

Later this month we are looking forward to an inport period at Hong Kong, which is reported to be the most interesting port of call in WESTPAC. Perhaps later in the cruise we will visit Singapore, another of the Orient's famous and intriguing cities.

I want to personally thank each one of you for your steadfast support during these difficult periods, and once again, would like to extend an invitation to contact me if I can be of any assistance to you.

Best wishes,

/s/ P. W. KELLAWAY
Commanding Officer

FIGHTER SQUADRON ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California
96601

ZOT Gram IV
22 November 1972

Dear Wives, Parents, and Sweethearts,

As you receive this final Zot-Gram for the year 1972, our deployment is drawing to a close. Fighting ONE FOURTEEN saw the intensified North Vietnamese campaign through from beginning to end. The peace talks have progressed to a point that all concerned feel that a cease fire will occur any day. In these final days our hopes and prayers are with those aircrews (and their families) who are POW's and MIA's. Constant pressure against supplies of the war and the supply routes forced the North Vietnamese to abandon their invasion and go to the peace table. KITTY HAWK was the workhorse carrier of the effort against Vietnam. The missions were missions of continuing pressure. From the ship there were no visible results. The men of VF-114 performed spectacularly in their contribution to the effort. We made every commitment plus added extras.

Perfect performance does not come easy. There are so many factors involved. Perfection is a habit in VF-114. Each member of our maintenance crew delivers flawless products. There is no element of luck --- it is the superior skill and habits of our outstanding craftsmanship. When the aircrews accepted an airplane for flight, they were sure that every system within the airplane was 100% ready. This included a wide variety of systems from jet engines to hydraulic systems to generators to radios to radars to parachutes to missiles to ejection seats to nuts and bolts.

Some of our people are not working on airplanes. They are working in support jobs, the laundry, food preparation and numerous other services that must have people to operate them. These 'routine' jobs are every bit as essential as the technical skills. Without them we cannot function as a team. A ship is only as good as her men. By and large all of these service jobs are thankless and boring and repetitious in nature. All of our junior men take their turn and then move on to their skill or trade.

When we were in the Gulf of Tonkin off Vietnam this was a round-the-clock effort. Your men have earned a rest. As we steam home there is time to work at a more leisurely pace. The mind and body become refreshed, yet there is the tension and excitement knowing that we will soon join our loved ones and families. We are trying to provide each man

with sufficient leave to have time off for part of the holidays. Each of us look forward to the holidays.

We realize out here that the separation has been difficult for those we left behind. Many plans altered and realtered, Many wives left to face the problems of babies and schools and bills and houses and cars. You look forward to your men coming home to share and care for those problems. Take it a little easy on these men you love. They want to enjoy their reunion with you. The adjustment from 10 months at sea to that of a household is not as easy as it may seem. Everyone of you will find your men a little older and a little more mature. His ideas and goals are likely to have changed after 10 months. That comes with the passing of time. Basically, we are the same good men that left; only I think all of us are a little better now.

The squadron's schedule after the holidays is quite indefinite at this time. We are due to undergo a minimum of 6 months training in California. Beyond that time I can't say. I'll keep you posted as soon as I know.

Many of you have read the news of racial troubles aboard the KITTY HAWK. We have not experienced any of those difficulties in VF-114. The troubles were basically caused by some trouble makers and it was unfair to all concerned to label them racial. In VF-114 we have good sailors-- all good sailors who are dedicated to the squadron mission.

The past few months have been eventful for all of us. I have been proud to serve with each man in VF-114. I am sure you share that pride. I wish each of you a happy holiday season and a prosperous 1973.

/s/ R. E. BOX